

Focus on FSB-E

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"The single most significant feature of our new strategic reality is that the war in which we are now engaged will be a protracted one. To fulfill our duty within this new strategic context, we are aggressively reshaping the force to be an Army of campaign quality with joint and expeditionary capabilities – transforming to enable us to win the war today, while simultaneously posturing the Army for future challenges."

GEN Peter J. Schoomaker,
CSA

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CEG-E, AMC FWD-E merge to form new Brigade

You've heard it a thousand times: Two heads are better than one. In our case, we've collected 1,600 of Army Field Support Command's best minds and focused them on Warfighter support. From CEG-E, over a thousand people specialized in delivering combat-ready equipment; from AMC Forward – Europe, hundreds of expert logisticians and planners. Together, under one flag, we're leading the way for Army Materiel Command's transformation.

From now on, if it has anything to do with AMC, we're the people to see in Europe – and deployed locations. We're one team, delivering readiness power *forward*.

Our mission statement gives us plenty to think about as we find our way through the challenges of merger. "Provides expeditionary readiness enablers... sustainment augmentation... logistics civil augmentation planning... prepositioned stocks management... through synchronization and integration of AMC logistics power projection capabilities..."



New Colors uncased Nov. 18

AMC FSB-E's vision includes being "proactive, innovative and flexible... (while) providing the greatest value for Soldiers..." We're "modular, expeditionary and logistically lethal."

A Readiness Bridgehead

When we brief visitors and VIPs, Like GEN Griffin, CG of AMC, we tell them we are the Army's readiness bridgehead. We are the link from America's arsenal, with it's industrial and research capacity, to expeditionary Warfighters in U.S. European Command. And we're not just green... Note GEN Schoomaker's reference to joint operations in his remarks in the left column: We're part of a joint team, fighting a global war. When it come to equipment and logistics expertise, we're the brains

of AMC's operations in EU-COM (which includes most of Africa and Russia, by the way).

From the depots and arsenals, suppliers and transporters, we are the last link in the chain. Commanders, like of GEN Bell of USAREUR, are looking to us to keep Soldiers supplied and equipped. Right now, we are engaged in preparing SE-TAF and 1AD for their next operation. Whether it's a science advisor looking for new answers, an LAO or LAR at unit level, or an Italian mechanic restoring a HMMWV at FSB – Livorno, we are all part of the solution to the challenge of sustaining troops on a global battlefield.

We have our work cut out for us... and we're moving out – *fast*. Our expeditionary Army is on the move, transforming while fighting an implacable enemy around the world. We're right in the thick of the action: if a Soldier eats it, wears it, shoots it, drives it, or needs it, it came from AMC. That's us: AMC's forward presence, projecting America's power where it can bring peace and freedom.

FSB-Hythe moves Army watercraft

(From MSC-E PAO, Ed Baxter)

Anchored in the narrow channel separating the southern English coast and the Isle of Wight, the bright red and white cargo ship looked no different than scores of other ships waiting to dock at the busy Southampton port.

By the next day, though, the ship looked anything but normal, because it had sunk below the waterline! But, there were no signs of a rescue operation or panicked crewmembers. So, was the ship really sinking?



Not exactly, because the ship had submerged intentionally.

MV American Cormorant is a heavy-lift, float-on/float-off ship contracted by the U.S. Navy's Military Sealift Command to move U.S. Army watercraft from Field Support Battalion – Hythe, a repair and refit facility in the U.K., to forward-deployed locations.

American Cormorant loaded more than 4,190 tons of cargo, forming a U.S. Army 'port-opening package,' on Nov. 30—including three small shore tug boats, four small landing craft, one crane barge, one fuel barge, and two other larger landing craft—all of which will be prepositioned where they are

needed most.

These watercraft enable the Army to open a port where normal facilities are damaged, destroyed, or primitive. Similar vessels were used to move cargo during preparation for Operation Iraqi Freedom and are still in service today.

It was the first operation of its kind at FSB-Hythe since 2001, according to Chris Gill, FSB-Hythe planning director. Hythe, which served as a Royal Air Force seaplane base in World War II, is just a few miles from Southampton. With a small military detachment and about 170 British employees, FSB-Hythe is the only American military facility in Europe capable of maintaining this type of watercraft.

The only question for this op was favorable weather conditions to float on the heavy watercraft aboard the giant 738-ft., 71,000-ton Cormorant. Because cargo operations can only take place during daylight hours, the process of submerging Cormorant began the night before, taking about six hours to sink some 15-ft.

By morning, just the forward section of the ship and superstructure—containing the bridge and living spaces—could be seen. In between ... only the deep blue sea!

At first light on Nov. 30, with calm seas and light winds, commercial tugs pulled the watercraft, one by one, from the pier at Hythe to make the 10-mile transit towards American Cormorant.

Taking about an hour to reach their destination, the tugs carefully

maneuvered the watercraft to their designated positions above the cradles. About 160 workers from FSB-Hythe were distributed aboard 11 watercraft to assist the tugs in maneuvering the watercraft and ensure they were safely secured to the guideposts.

The first to arrive was the 200-ft. crane barge. Pulling the massive 115-ton structure alongside Cormorant, two commercial tugs then gently pushed the giant structure into position above Cormorant's submerged main deck. From there, lines were secured to the guideposts and the crane was in position.

Next aboard came two large 177-ft. Army Landing Craft, or LCU 2000's, which took two tugs, one on the stern and the other forward, to inch these watercraft into position just behind the crane barge towards Cormorant's stern.

Next aboard were two 74-ft. landing craft, or LCM-8's, followed by three smaller 71-ft. Army tugs. A 120-ft. fuel barge was next to move into position.

Just before 1 p.m., the last piece of cargo was in place as the final two LCM 8's were carefully moved above their cradles. "The commercial tugs did a very impressive job in moving the cargo into position over the ship," Gill said. "They got it right."



Make it a Happy, Safe Holiday Season

(adapted from USAREUR CG Message)

For many of us, the upcoming holiday season will be a time of joy and celebration with family and friends. For others, the holidays may be lonely or stressful. Take time over the next few weeks to think about our Soldiers and civilians who are deployed or are preparing to deploy in support of the Global War on Terrorism. Please reach out to those who need assistance, especially the families of deployed personnel and those who will be alone over the holidays. Most importantly, use this time to enjoy some well-deserved rest and relaxation.

As you relax this holiday season, do not let down your guard. Our goal for the holiday season is zero fatalities. We can reach this goal by mitigating risks and using the chain of command to take care of people and maintain discipline throughout the holidays. Some areas of particular concern include the following:

Excessive Alcohol Consumption. The likelihood of alcohol-related incidents at this time of year is very high. The number of holiday functions

increases the opportunities for drinking. First-line leaders must remind their troops of the dangers of binge drinking, drinking too much, and drinking and driving.

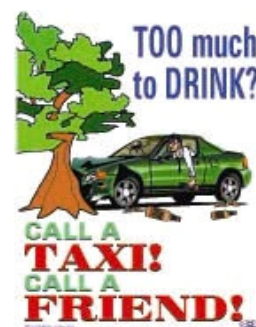
Those who plan to drink alcoholic beverages at holiday celebrations must ensure that they have a safe means to get home. Remember, a drunk-driving conviction can end a career.

Vehicle Crashes. Winter brings hazardous driving conditions (including black ice, fog, and snow) and fewer hours of daylight. These conditions, combined with roads crowded with holiday travelers, increase the likelihood of accidents. Driving too fast for road or weather conditions has caused or has been a factor in many car crashes, especially at this time of year. Those who will be traveling over the holidays should consider these factors when making their travel plans and ensure they allow themselves enough time to reach their destinations. First-line leaders must be actively engaged in the planning process by advising travelers to be prepared for bad weather and

to drive defensively. By becoming personally involved in discussing and planning off-duty activities with subordinates, we can help ensure a safe holidays.

Home Fires. Take fire prevention seriously this holiday season. Everyone should test his or her smoke alarm and rehearse emergency evacuation plans. Keep in mind that candles are twice as likely to cause a residential fire in December as any other month. To avoid tragedy, ensure that candles and other holiday decorations, such as Christmas tree lights, do not pose a fire hazard.

Recreational Hazards. Winter-sport activities such as skiing, sledding, and snowboarding increase the risk to our personnel, particularly those who are unaware of the hazards or who are not conditioned for the sport. Those who will be taking part in winter sports over the holidays should plan accordingly. They need to ensure they have the proper equipment, they need to take a lesson or two if they have never tried the sport before, and they need to ensure that everyone in their party is well-informed of the dangers associated with the particular sport.



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January Birthdays

MIEKE KROON	FSB – E/ FS S6	JAN 1	LTC MICHAEL BIRD	FSB – LU	JAN 15
PATRICK MAHER	FSB – HY	JAN 1	DAVID EHNIS	FSB – E/ FS S4	JAN 17
TORIE COLTON	LAO 21 st TSC	JAN 2	RONALD LEE	FSB – E/ FS S6	JAN 18
JULIE REED	FSB – E/ FS S1/8	JAN 2	LTC MITCH WILSON	FSB – LI	JAN 18
SFC JON COX	FSB – E/ FS QA	JAN 4	LACY MOON	LAO 21 st TSC	JAN 20
SIRKKA BASSI	FSB – LI	JAN 4	SANDRA BENNING	FSB – E/ FS S1/8	JAN 24
GARY JAMES	AMC MSF	JAN 6	SONJA McLAUGHLIN	FSB-E S3	JAN 27
DONNA GEMBA	FSB-E S4	JAN 7	EDITH CLAIBORNE	LAO 1ID	JAN 28
JOSEPH MADDOX	FSB-E S1	JAN10	PATRICK BREUER	MSF	JAN 29
ROBERT LESSARD	FSB-E S6	JAN11	VERONICA WILSON	FSB – E/ FS CMD	JAN 29
BLANCA VAN DUYNE	FSB – E/ FS S1/8	JAN 12			
STEVEN MAUGHAN	FSB-HY	JAN 12			
EDWARD SUBJEK	FSB-E	JAN 14			

US Army Materiel Command Field
Support Brigade - Europe

To contribute to this newsletter, just
call or drop me a line...
Regards,
Chuck Fick, AFSB-E PAO/S5

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We're on the Web:
www.amceur.army.mil

Did you know...

Elements of the Brigade are busy repairing and returning vehicles and equipment to the 1st Armored Div.? And that we played a major role in preparing SETAF for its upcoming deployment?

It's called Reset, and it's one of AMC's most important and urgent missions!

People in the News...



Jeffrey L. Greene, an AMC FSB-E/Field Services logistics management specialist deployed to Camp Speicher, Tikrit, Iraq (home-based in Eygelshoven, NL) receives a Civilian Service Achievement Medal from GEN Benjamin S. Griffin, commanding general of U.S. Army Materiel Command, while BG Jerome Johnson, commanding general of U.S. Army Field Support Command looks on.

Greene also received a Commanders Award For Civilian Service and a 4-star coin during the Nov. 21, 2004 ceremony at Army Materiel Command Logistics Support Element (AMC LSE), Camp Speicher, Tikrit, Iraq. (Jeff returned home safely Dec. 12.)

Holiday Spirit alive in FSB-E!



Gettin' it started at the Field Services Division Holiday Social held Dec. 10 at Auberge de Rousch.



Marco Holtzem of FSB-LU examines his gift at the Brigade Holiday Social held at the Heidelberg Crowne Plaza Hotel Dec. 3.